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|--------|-----|-----------------------------|-----|-----|-----|-----|----|-----|-------|-----|
| SESAAR | | Achieved | | | | | | | ECAC+ | |
| FCM09 | | Enhanced ATFM Slot Swapping | | | | | | | | |
| REG | ASP | MIL | APO | USE | INT | IND | NM | MET | AIS | USP |

Subject matter and scope

In today operations, air traffic flow management (ATFM) slot swapping allows airspace users (AUs) to request to the Network Manager (NM) a rearrangement of their own flights subject to a regulation in order to better suit their needs. However the current process has some limitations and the AUs requests for rearrangement of their flights to NM cannot be always accommodated.

The enhanced ATFM slot swapping improves the slot swapping currently used by airspace users, by allowing the function to be extended within the same group of airlines/operators (i.e. an alliance), by re-prioritising their flights during the pre-tactical part of operations.

The enhanced slot swapping increases flexibility for airspace users; within the same group of airlines (alliance) and provides a wider range of possibilities, by facilitating the identification of possible swaps for a regulated flight and by reducing the rate of rejection of swap request by refining current processes.

The Network Management function will supervise the swapping or changing of flight priority requests.

NOTE 1: The airport operators are not directly involved in the implementation of the objective. However, there are indirect links through the provision of slot change information to them, via A-CDM process.

NOTE 2: This objective is related to the OI Step AUO-0101-A, but it does not cover the full scope of the OI. It is only addressing a first phase, related to the extension of slot swapping within the same alliance of airlines. The full deployment of the OI is not currently planned.

NOTE 3: The ATFM slot swapping is a feature to be implemented only by the NM and by the airspace users with no intervention from the ANSPs. Therefore the implementation is not associated to a geographical applicability area.

Applicability Area(s) & Timescale(s)

| Applicability Area | From: | By: | Applicable to: |
|--------------------------------|------------|------------|----------------|
| Initial operational capability | 01/01/2016 | | |
| Full operational capability | | 31/12/2021 | |

References

European ATM Master Plan

| | | | | | | | |
|------------|--|----------|--|--|--|--|--|
| OI step - | [AUO-0101-A]-Enhanced ATFM Slot Swapping | | | | | | |
| Enablers - | NIMS-39a | NIMS-39b | | | | | |

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|---------|----------|--------------------------------------|-----------------|---|----------|--|
| Legend: | WXYZ-001 | Covered by SLoA(s) in this objective | WXYZ-002 zzz | Covered by SLoA(s) in another objective Objective covering the enabler | WXYZ-003 | Not covered in the Implementation Plan |
|---------|----------|--------------------------------------|-----------------|---|----------|--|

Applicable legislation

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| -none- |
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Essential Operational Changes

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| ATM Interconnected Network |
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SESAAR Solution

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|-----------------------------------|
| #56 - Enhanced ATFM Slot Swapping |
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ICAO GANP - ASBUs

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|-----------|-----------------------------|
| NOPS-B1/7 | Enhanced ATFM slot swapping |
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Deployment Programme

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|--------------|------------------------------------|
| FCM09 | Enhanced ATFM Slot Swapping |
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| - none - | |
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European Plan for Aviation Safety

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| - none - | |
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Operating Environments

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| Network |
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Stakeholder Lines of Action (SLoAs)

| SLoA ref. | Title | From | By |
|--------------------|--|------------|------------|
| FCM09-USE01 | Upgrade the Flight Operations Centre (FOC) interface | 01/01/2016 | 31/12/2021 |
| FCM09-USE02 | Train the personnel | 01/01/2016 | 31/12/2021 |
| FCM09-NM01 | Upgrade the NM systems and develop the associated procedures | 01/01/2016 | 31/12/2017 |

Description of finalised and deleted SLoAs is available on the eATM Portal @ https://www.eatmportal.eu/working/depl/essip_objectives

Expected Performance Benefits

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|--------------------------------|---|
| Safety: | - |
| Capacity: | Maximisation of throughput during period of constrained capacity. |
| Operational Efficiency: | Airspace users can choose which of their flights to prioritise for operational reasons. Airlines save costs with each slot swap that is executed. |
| Cost Efficiency: | - |
| Environment: | - |
| Security: | - |

Detailed SLoA Descriptions

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|--------------------------------------|---|----------------------------|--------------------------|
| FCM09-USE01 | Upgrade the Flight Operations Centre (FOC) interface | From: 01/01/2016 | By: 31/12/2021 |
| Action by: | Airspace Users | | |
| Description & purpose: | Update as necessary the Flight Operations Centre (FOC) systems and interface within the NM systems so as to allow the use of the ATFM Slot swapping functionality. Operators who wish to receive NM's slot service via B2B might need to adapt their own Flight Operations Centre interface. | | |
| Supporting material(s): | SJU - SESAR Solution 56: Data Pack for Enhanced ATFM Slot Swapping Url : http://www.sesarju.eu/sesar-solutions/optimised-atm-network-services/enhanced-air-traffic-flow-management-atfm-slot | | |
| Finalisation criteria: | 1 - The Flight Operations Centre has the capability to perform ATFM Slot Swapping. | | |
| FCM09-USE02 | Train the personnel | From: 01/01/2016 | By: 31/12/2021 |
| Action by: | | | |
| Description & purpose: | Ensure that all operational personnel concerned with FOC is adequately trained for their job functions in relation to the implementation of ATFM Slot swapping so as to ensure maximum benefits are realised. | | |
| Supporting material(s): | SJU - SESAR Solution 56: Data Pack for Enhanced ATFM Slot Swapping Url : http://www.sesarju.eu/sesar-solutions/optimised-atm-network-services/enhanced-air-traffic-flow-management-atfm-slot | | |
| Finalisation criteria: | 1 - Training plans covering ATFM Slot swapping have been developed and implemented. | | |
| FCM09-NM01 | Upgrade the NM systems and develop the associated procedures | From: 01/01/2016 | By: 31/12/2017 |
| Action by: | NM | | |
| Description & purpose: | Update the NM systems, and develop associated procedures as necessary allowing ATFM Slot swapping as described above, in the "Subject matter and scope" section. | | |
| Supporting material(s): | SJU - SESAR Solution 56: Data Pack for Enhanced ATFM Slot Swapping Url : http://www.sesarju.eu/sesar-solutions/optimised-atm-network-services/enhanced-air-traffic-flow-management-atfm-slot | | |
| ATM Master Plan relationship: | [NIMS-39a]-Enhancement of ETFMS | | |
| Finalisation criteria: | 1 - The NM systems upgraded with the ATFM Slow Swapping (within the same airline group). | | |

